



## **CITY OF KIRKLAND**

**Department of Public Works**

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### **MEMORANDUM**

**To:** Kurt Triplett, City Manager

**From:** Parking Advisory Board

**Date:** January 26, 2012

**Subject:** Downtown Parking Study Session between Council and Parking Advisory Board

### **RECOMMENDATION:**

It is recommended that the City Council consider and discuss the Parking Advisory Board (PAB) proposal for adding pay parking from 9:00 AM to 5:00 PM at the Marina Park and Lake and Central parking lots; this would result in pay parking in the two lots from 9:00 AM to 9:00 PM with no time limits. It is further recommended that Council consider and discuss potential changes to the use of the city parking garage. Staff will be seeking direction at the end of the study session as to whether the Council wishes for the PAB to bring their proposal back to Council at a future meeting for approval.

### **BACKGROUND DISCUSSION:**

The key parking issue in downtown Kirkland has historically been characterized by most observers as a shortage of parking supply. However previous studies of parking in the Downtown and the PAB have concluded the importance of better managing existing parking supply, maintaining existing facilities, and the need for revenues from pay parking if new supply is to be added.

The PAB believes that adding pay parking from 9:00 AM to 5:00 PM at Marina Park and the Lake and Central parking lots (Figure 1) will best address a set of long standing parking issues. This potential change would extend the existing pay parking time frame (now 5:00 PM to 9:00 PM) and would result in pay parking in the two lots from 9:00 AM to 9:00 PM with no time limits.

This memo addresses the PAB proposal to extend the hours for pay parking in City operated parking lots downtown. It begins with a description of four long standing issues identified by the PAB. Following a description of the issues, other variations of solutions are identified and described along with a description of the variations considered by the PAB. This is followed by a revenue/cost section and conclusions. Important additional background material can be found in Attachment 1 to this memo. This background is helpful in providing City Council an overview of past activities and some of the thinking that has led to the recommendations in this memo. Attachment 2 summarizes findings from the summer/fall 2011 parking survey.



Figure 1. Downtown Kirkland (vicinity of Lake and Central and Marina Park parking lots)

### ***Issues identified by PAB***

***Issue 1.*** During evenings and seasonally at other times, parking demand is greater than 85%, and yet a funding strategy for additional supply has not been formalized.

During most evenings and seasonally during other times of the day, demand at one or both of the Marina Park and Lake and Central parking lots exceeds 85% occupancy. Table 1 shows occupancy data for the Marina Park and Lake and Central lots during times when parking is free.

Lot	Time period	
	9:00-11:30 AM	12:00 – 4:00 PM
<b>Marina Park</b>	51%	92%
<b>Lake and Central</b>	59%	86%

*(Occupancy percentage is based on data obtained from Parking enforcement's use of Optical License Plate Reader using an average of 13 AM and 23 PM observations during the period Nov 25, 2011 to Jan 11, 2012)*

Table 1. Parking occupancies in two downtown lots (during free parking period)

Table 2 shows occupancy at the same lots from the 5:00 to 9:00 PM period when parking is priced at \$1/hour. On-street parking in the downtown core sees similar occupancy patterns<sup>1</sup>. The non-permit areas of the Library garage also exceed capacity during certain times of the year. Public parking can almost always be found at the Park and Main lot and on-street outside the downtown core.

Lot	5:00 PM to 9:00 PM
Marina Park	60%
Lake and Central	99%

*(Occupancy percentage is based on data obtained from pay station revenues during the period Jan 2011 to Dec 2011)*

Table 2. Parking occupancies in two downtown lots when parking is priced

The Parking Guidelines adopted by the City Council in 2004 (KMC 3.40.060) establish that when parking occupancy exceeds 85%, the City will evaluate and implement steps to better manage parking.

Stakeholder processes both in 2008 and 2011 solicited how best to add new parking supply and identified two conclusions: 1) additional dedicated public parking is best added by partnering with private development (i.e. paying developers to add stalls for public use as they construct their project) and 2) the most likely source for public revenue would be from pay parking. Last summer's parking survey results showed that 55% of the respondents approve of the use of parking revenue to help fund new supply. More information about the 2011 parking survey is presented later in this memo.

*Issue 2. Confusion on the part of parkers about regulations and signage resulted in complaints and dissatisfied customers.*

Parking is available at the Park and Main lot from 9:00 AM to 9:00 PM at \$1/hour with no time limits. The current PAB proposal would operate the Lake and Central and Marina Park lots in the same manner. This recommendation is designed to maximize consistency across pay lots and provide a simple, clear message. The PAB feels that parking rules should be consistent across facilities in order to provide clear guidance to all parkers. This desire is in contrast with the need to modify regulations to meet market conditions which vary from location to location.

Both the Marina Park lot and the Lake and Central lot currently require pay parking at all stalls between 5:00 PM and 9:00 PM. During other hours, parking is free with a maximum 3 hour stay. To communicate this requirement, signage has been designed and placed throughout the parking lots (Figure 2). Given the dynamics of the requirement, it has proven difficult to design clear and concise signs that provide this message to parkers.

Many of the parking complaints received by the City regard these signs and the confusion that arises from their message. Most complaints involve a parker receiving a ticket and feeling that the sign led them to believe that parking was free. Results from the parking survey showed that although respondents tended to agree with the statement "Parking rules and signs are

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<sup>1</sup> Prior to December 2010 utilization manual studies were carried out quarterly at both lots and on-street. These studies were ended due to staff and budget reductions.

clear”, the additional comments portion of the survey indicated that confusing signing was a frequent complaint.



Figure 2. Current signage indicating free and pay parking during different times of the day

Removing time limits on the existing signs would also provide clarity and simplicity thereby allowing customers the maximum flexibility in extending their stay in Downtown Kirkland.

*Issue 3. Facilities, particularly the library garage, are not maintained to a level that patrons feel are a clean, safe, and welcoming environment. Capital equipment, such as pay stations, are not funded to a level to provide for future replacement.*

The minimal provision of lighting, cleanliness, safety measures, and security have been long standing issues with regard to the library garage. In particular, the garage elevator has been site of many offensive and malicious acts and of the residue that such acts produce. For many visitors, the library garage is where Kirkland makes its first and lasting impression. Adequate resources are not being dedicated to the upkeep of the library garage in order to maintain a more acceptable level of service. The recent parking survey indicated that 43% of the respondents supported the use of revenue for maintaining parking facilities. A predictable and future maintenance need is the scheduled replacement of pay stations when they reach the end of their useful life.

*Issue 4. Employees regularly use parking that should be available for customers, and there is an under-utilization of the employee parking areas of the library garage.*

Previous efforts at limiting employee parking have relied on regulatory approaches such as the Park Smart program. Implementing pay parking would allow a market based approach to limiting employee parking in the two lots closest to the downtown core. The PAB believes that the market rate of daytime parking in the downtown Kirkland is less than \$1/hour and that it would be unlikely that employees would be willing to pay the \$8 or \$9 per day to park when free parking is readily available within a short walk.

On June 1, 1998, the City implemented Park Smart, designed to provide downtown employees a parking place in the library garage in exchange for prohibiting parking by employees in the downtown core. In 2005, Council revised the Park Smart ordinance at the recommendation of the PAB. One of the changes made was to require employers to register their employees with the Park Smart program in order to receive a business license. This led to increased compliance with the business community however also lead to additional City staff work in order to

administer the program. With City budget reductions made in 2011, the elimination of staff to administer the Park Smart registration efforts were made in the Finance and Police departments, and participation is no longer a requirement in order to obtain a business license. Public Works took over a much reduced program where free permits for the library garage are offered to downtown employees but on a voluntary basis. The Park Smart ordinance is still valid however is not being actively enforced.

To be clear, even during Park Smart's peak "success period" there were known situations of abuse, particularly in the evenings. However the program provided a strong incentive for business to participate and for employees not to park in stalls intended for customers and downtown users. Today, it is known and license surveys confirm that there are many employees using the Marina Park lot during their work hours. One PAB member works adjacent to the lot and has personally documented the situation. It can most clearly be seen by observing the occupancy of the Marina Lot after office employees arrive but before retail stores open. Employees move their vehicles once or twice throughout the day and are not subject to violation since the City does not have a "moving-to-evade" ordinance (i.e. there is no penalty to move from one stall to another as long as time limits are observed). This shift of employee parking from other locations, many likely from the library garage parking lot where Park Smart permits are used, has also had a secondary impact to public perception of downtown parking.

### ***More Effective Use of the Library Garage***

There are two types of stalls in the library garage: one type is for permit parking only -- these stalls are specifically reserved for those who have permits from the Park Smart program. The second type is stalls with a four-hour time limit open to the general public. Time limit stalls are intended to serve the other garage users such as those visiting the library, pool, Peter Kirk Park or other destinations downtown. The 340 stalls are arranged in the garage as follows:

<b>Garage Level</b>	<b>Number of Permit stalls</b>	<b>Number of four hour stalls</b>	<b>Total</b>
Lower level	148	0	<b>148</b>
Ramp between levels	35	0	<b>35</b>
Upper level	34	122	<b>156</b>
<b>Total</b>	<b>217</b>	<b>122</b>	<b>339</b>

Table 3. Current distribution of parking stall types in the Library Garage.

Weekdays and Saturdays after 6:00 PM, all stalls are open to all parkers. During the day on Saturday, permit restrictions are not enforced, and there is no enforcement of time limits or permit requirements on Sundays.

In the past, adjustments have been made to the balance of permit and four-hour stalls in the garage. In 2008, changes were made to allow more permit stalls since occupancy rates of those dedicated to permits were at or near 100% during certain times of the day. Now, with the 2011 changes to the Park Smart program, there has been less demand for the employee permit stalls. During 2011, users of the park facilities, in particular those who use Peter Kirk Pool during the day, have complained that the four-hour stalls are full and that the permit stalls are being underutilized.



As an option to remedy this situation, and instead of attempting to repeatedly rebalance the allocation between permit and four-hour stalls, the PAB recommends allowing some of the stalls to be designated as dual use. Signage similar to that shown in Figure 3 would be posted with the intention of allowing some of the parking supply to “float” between four-hour and permit stalls as needed; these stalls would be available for either of the major garage user types on a first come, first serve basis.



The PAB recommends converting a total of approximately 50 permit only stalls to dual use stalls. Only stalls that are located on the ramp between levels and those first encountered in the lower level would be converted. This would maintain an area for permit parking in the lower level, a four-hour area in the upper level and create a dual use area in the middle of the garage. Changes in parking behavior caused by implementation of pay parking at the other parking lots will be monitored and may cause the need for a different deployment of shared use stalls in the future.

### ***Options for addressing issues***

Figure 3. Example of sign for shared use stalls in the library garage.

Although the PAB has ultimately concluded with adding pay parking from 9:00 AM to 5:00 PM at the Marina Park and Lake and Central parking lots in order to best address the issues, several variations on the recommendation were considered as described below.

- A. Begin pay parking at 11:00 AM instead of 9:00 AM. This would better match the lower utilization seen during this time of day and allow two additional hours for free parking during which customers might run brief errands.

*Considerations: This idea was not selected primarily for reasons of promoting consistency and clarity. If combined with elimination of time limits, there will be confusion with signing designed to explain that pay parking begins at 11:00 AM. On street parking time limits begin at 9:00. Also, employee parking often takes place before 9:00 and beginning pay parking earlier would discourage employees from parking in the lots for a few hours.*

- B. Retain the 3 hour time limits. This would encourage turnover of parking stalls.

*Considerations: Occupancy data shows that whether or not parking is free or priced and whether or not there is a time limit, the average parker's stay is about 2 hours. Since there is no time limit at the Park and Main, elimination of time limits promotes consistency across lots.*

- C. Make the first hour of parking free. This would help address the concern of some downtown merchants that pay parking is impractical for those customers who need to make a short stop or visit. All pay parking would be free for the first hour. All parkers would still have to go to the pay station and get a receipt to display on their dashboard, but if they wanted an hour or less of time they would not be charged.

*Considerations: Although initially attractive, a first hour free provision would lead to confusion. It is not hard to imagine parkers hearing that Kirkland did not charge for the first hour of parking and walking away from their vehicle only to return (less than an*

*hour later) and find a ticket for not displaying a receipt. Applying a first hour free policy will also reduce revenue. Past pay parking behavior would have to be further analyzed to refine for this reduction, but first estimates are a reduction in revenue of 40% to 50%.*

### *Revenue and Costs projections*

Additional annual net revenue from adding pay parking can be estimated by multiplying the number of stall revenue hours per year by the rate per hour and then by a utilization factor which describes how busy the stalls are and then reducing that amount to account for credit card fees. The PAB estimates that the additional revenue from this proposal is on the order of \$100,000/year.<sup>2</sup>

Current net revenue from pay parking is approximately \$130,000/year. Approximately \$50,000 of this is designated for future expenses such as additional parking supply, and the remainder is used to meet current expenses. Since existing pay stations are in place for existing evening parking, there would be no need to install additional pay stations. New signage would be necessary, and this cost is estimated to be approximately \$3500 for signs and labor to install them.

If Council chooses to proceed with the recommendation, the PAB will return to Council with a more complete analysis on how new revenue could be used to partner with developers to provide new supply, and the maintenance needs that could be addressed from the new revenue stream.

### *Conclusions*

After much discussion, analysis, and various stakeholders' input, the PAB believes that all day pay parking in the two public lots is the next appropriate step to improve parking management in Kirkland's downtown. Pay parking is considered both a management strategy and a revenue generating tool, however the PAB's primary interest for moving to more pay parking is as a management tool. It provides a market based approach to reducing long term employee parking problems and will thereby make more (existing) stalls available at the times when occupancy currently exceeds 85%. These benefits coupled with the removal of time limits will make it possible to provide one simple, clear set of rules across all three municipal parking lots. The revenue that is generated can be used to upgrade maintenance at existing facilities and eventually be available for a strategy to fund more parking supply.

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<sup>2</sup> 164 parking stalls x 8 hours x 304 days/year = \$398,848/year x 30% average occupancy = \$119,654/year x (1-12%) to account for credit card fees and operational costs = \$105,295/year, rounded to \$100,000/year.

**ATTACHMENT 1**  
**Parking in Downtown Kirkland**  
**Parking Advisory Board**  
**February 2012**

**Background**

The Downtown Kirkland Parking Study and Plan of October 2003 called for effective management of parking to support and facilitate a long-term strategic vision for downtown. It called for a market-based approach to management of parking. The Study provides a guide to maximizing the City's existing parking resources in conjunction with adding new parking supply that is coordinated with new development.

The report also recommended formation of the Parking Advisory Board to help implement the parking component of the downtown strategic plan. Since its creation the PAB has been working on improved management of parking and has explored various ways of adding new supply. In the 2005-2006 periods the PAB focus was to earmark new parking revenue for new supply. Next, the PAB examined the cost of building a parking structure with ground floor commercial, but the lack of a suitable site for a free standing garage stymied that effort. The desire for parking that is more integrated with development led the PAB to investigate with stakeholders the notion of the development of a contingency financing plan so that the City could be ready to partner with a developer. This approach floundered due to the lack of support of property owners for an assessment of benefited properties. However, this resistance may be lessened if a specific development is proposed. However, this investigation did result in the realization that financing of new parking supply will require funding from three sources: parking revenue from users, assessment of benefited properties within walking distance, and city general funds that reflect broader benefits of access to public facilities in the downtown.

The PAB favors partnering with a developer, but has not been able to prepare a readiness plan to do so. Downtown stakeholders were reluctant to develop a downtown improvement plan that involved a financial commitment in the flexible form of a Transportation Improvement District that could fund parking and other downtown improvements from a mix of general revenue, parking revenue, and assessment of benefited properties. Consequently, the public is not immediately ready to participate if and when a developer steps up.

Meanwhile, the PAB has been able to add new parking supply in the form of a leasing a surface lot at the Antique Mall site. However, this is not a permanent solution to the deficiency of parking supply. If this parcel is privately developed this new public supply may be lost.

A parking "rule of thumb" is parking ought to be priced at a level to create 85% utilization, leaving 15% available for arriving customers. Since Kirkland does not charge market rates for parking, we have hours that exceed 85% utilization. But we also have many hours of less than 85% utilization for which any price is too high. We realize parking peaks are during lunch, evening and are seasonally driven. On warm summer days all lot are full. On rainy winter days there is plenty of parking available. This suggests variable pricing, but we do not have a well developed parking marketplace that would warrant varying parking price by demand. So we are



not ready for variable pricing, but we are ready for a nominal price to better manage our parking.

**Parking for Public Uses.** There are many public properties that contribute to the parking deficiency. These properties include Heritage Hall, the Marina Park, Lee Johnson field, the recent expansion of the Library, the swimming pool, Kirkland Performance Center, the Community Center and the Teen Center. If a parking ratio of spaces per floor area, per seat of performance or stadia, per acre of park use were applied the public spaces, we could estimate the number of spaces of parking that would be required. This would yield a number that would exceed half of the capacity of the Library garage and half of the Marina Park lot, which mitigates some of this public parking demand. The difference is a parking deficiency due to public uses. This implies a public responsibility for part of the downtown parking supply deficiency.

**Parking Supply as Impacted by "Grandfathering".** There is a deficiency in private parking supply in downtown Kirkland. While downtown Kirkland is pedestrian friendly, businesses decry the lack of convenient parking for their customers. Most of downtown Kirkland developed prior to the advent of strip malls wherein parking for patrons is provided on site. Most downtown land parcels are small and completely occupied by one or two story buildings. This legacy of small buildings on small parcels makes redevelopment difficult. Even if redevelopment were to occur, it is unlikely that the private parking deficiency would be reduced.

Redevelopment of legacy buildings is unlikely to reduce this deficiency in private parking supply because existing floor area is grandfathered from having to provide parking. Even if redeveloped, the amount of current floor area is exempt from parking requirements. Developers would have to replace current off-street parking spaces and provide parking for additional floor area, but not for the redevelopment of current space. New parking spaces that would occur in the redevelopment process will serve new floor area, not current floor area. So, it is unlikely that the current deficiency in private parking supply will be reduced by redevelopment.

**Shared Parking.** The PAB recommends that remaining opportunity sites (U. S. Bank, Antique Mall, Eagles, and Kirkland Square) not be redeveloped as residential over commercial, but as office over commercial, so that shared parking can be achieved. This should not be viewed as a mandate; instead incentives may be needed to encourage developers to build office over retail. Incentives may take the form of public participation in shared parking, density bonuses, impact fee reductions, etc.

### **Existing Situation**

The Background section indicates adding parking supply is not likely in the near term to solve downtown's parking problem. Consequently, the variations we presented deal with better management of the current supply of parking. Nevertheless, there are some longer range issues that we will continue to monitor.

With the addition of 89 spaces at Park & Main (leased at the Antique Mall site), the PAB is confident that supply is sufficient to manage the current demand, characterized by the current depressed economy. However, this is not a permanent solution. The economy will improve and new development will occur, and the Park & Main site will be redeveloped. Consequently, we will continue to investigate new parking supply options.

Additional analysis of parking occupancy using parking revenue data will sharpen our knowledge as to extent of the parking deficiency in terms of the number of hours and days per year. This will provide guidance as to assessing parking supply and demand.

Further analysis of parking demand and supply may be needed, particularly with respect to various build-out scenarios for downtown. This will need to be coordinated with the timing of build out of the Kirkland Park Place redevelopment.

The PAB will continue to examine the public and private cost responsibility for financing new parking supply. This is complicated by options for locating the supply and the extent to which it is free standing or integrated with a development project.

The PAB has concluded that a "build it (parking) and they will come" approach is not a viable economic development strategy for downtown Kirkland. Rather, public participation in an integrated development project is more appropriate.

The parking requirement for the redevelopment of Park Place is based on pricing of parking there. If we do not charge for parking downtown, their workers will spill over to downtown parking spaces and the library garage. Surveys of downtown users find little consensus to guide us. People want free parking and more parking, and are frustrated with the time it takes to find available parking.

### **Listening to Users**

The most recent survey, (see Attachment 2) taken this summer finds there is support for building more parking and for "first hour free". Respondents do not find the parking signs and rules confusing.

Slicing and dicing these responses in more detail show that 33% of on-street parkers spent more than 6 minutes searching. After 5 PM that jumps to 40%.

An earlier study that used stated preference methods to assess use of a parking garage highlighted the differences of respondents. Two distinct types of parkers were identified. The preferences of older and higher income persons are quite different from younger and lower income persons.

Some principal findings were that charging for on-street parking will cause spillover into neighborhoods and cause some persons to go to destinations other than downtown. However, women and older persons are less sensitive to parking charges and seem more willing to pay for convenience and for parking availability, while younger persons are more sensitive to parking charges and are more willing to walk and avoid parking charges.

Similarly, free parking in a new parking garage is highly desired. Women are less likely to park in a parking garage than are men. The location of a new parking garage is quite important. A long walk distance will detract from its desirability.

The analysis shows why people are more inclined to drive and search for parking than they are to park farther and walk. A 1200-foot walk is equal to a parking cost of \$0.95 while a search time of five minutes is equal to a parking cost of \$0.45. Although walking 1200 feet takes nearly five minutes, it is perceived as twice as costly as a search time of 5 minutes.

## ATTACHMENT 2

### Parking Survey Summary Summer/Fall 2011

In the Summer and Fall of 2011, the Parking Advisory Board fielded a survey of parkers in downtown Kirkland. Board members and staff passed surveys out to parkers and a web-based version of the survey was also available. Respondents could complete the survey on site or return it postage paid later. A total of 315 surveys were completed. The survey is shown in Figure 3 below. Responses to the survey are summarized in the table below.

Some key findings:

- There is support for building more parking stalls and support for the "first hour free".
- Respondents did not report finding the parking signs and rules confusing, but inconsistency and confusion were cited in the additional comments area of the survey.
- Most people surveyed come to downtown to dine for lunch or dinner;
- Respondents often reported finding parking in the parking lots in less than 6 minutes and within 3 blocks of their destination.

<u>Responses</u>	<u>Agree</u>	<u>Disagree</u>	<u>Neutral/No opinion</u>
• I CAN FIND AN EMPTY STALL QUICKLY	25%	54%	21%
• PEOPLE STAY TOO LONG	8%	24%	68%
• PARKING RULES/SIGNS ARE CLEAR	55%	29%	16%
• TOO MUCH ENFORCEMENT	30%	22%	48%
• TOO LITTLE ENFORCEMENT	4%	43%	54%
• EMPLOYEES USE TOO MANY STALLS	18%	12%	70%
• THERE IS ENOUGH MONTHLY PARKING	8%	13%	79%
• Which idea would most help to meet parking objectives	<u>Top responses</u>		
✓ Build more parking stalls		44%	
✓ When parking is pay, make the first hour free		43%	
✓ Continue pay parking from 5-9 pm		31%	
✓ Extend free parking throughout the day		28%	
• WHAT SHOULD REVENUE BE USED FOR			
✓ Help fund some new parking supply		55%	
✓ Parking lot maintenance		43%	
✓ General City expenses		38%	
• PURPOSE OF TRIP:	DINING	44%	
	PERSONAL SERVICES	15%	
	SHOPPING	12%	
• MOST PARKED:	PARKING LOTS	46%	
	ON-STREET	32%	
	LIBRARY GARAGE	12%	

- WHEN:

AFTER 5PM	34%
BETWEEN NOON – 5PM	31%
BEFORE NOON	28%
  
- SIGNS HELPED MAKE YOUR PARKING DECISIONS 50%
  
- DID YOU UNDERSTAND THE PAY PARKING SIGNS 67%
  
- HOW LONG TO FIND A SPACE:

0 – 3 MINS	39%
3 – 6 MINS	31%
6+ MINS	24%
  
- HOW CLOSE TO DESTINATION:

2 – 3 BLOCKS	37%
0 – 1 BLOCK	31%
4 – 5 BLOCKS	15%

Top responses

Feedback "Other" comments

- Parking is not consistent and too confusing 29%
- Need to build more supply 15%
- Need/keep free parking 13%

Mail-in responses came from

Lake & Central	37%
Lakeshore Plaza	36%
Wednesday Markets	17%

### Figure 3 Parking Survey Document

## Downtown Parking Feedback

The following questions refer to your most recent trip to downtown Kirkland.

### What was the purpose of your trip?

☐ Dining ☐ Shopping ☐ Recreation (Park visit) ☐ Work Downtown  
☐ Personal Services (office visit, salon) ☐ Other \_\_\_\_\_

### Where did you park?

☐ On-street parking ☐ Lakeshore Plaza Lot (Marina Park) ☐ Kirkland Library Garage  
☐ Lake Street & Central Way Lot ☐ Park Lane & Main Street Lot ☐ Bus  
☐ Walk ☐ Other \_\_\_\_\_

### What time did you park?

☐ Before noon ☐ Between noon and 5pm  
☐ After 5pm ☐ Doesn't apply

### Did the parking signs help you make your parking decision?

☐ Yes ☐ No ☐ Didn't notice the signs ☐ Doesn't apply

### Did you understand the pay parking signs?

☐ Yes ☐ No ☐ Didn't notice the signs ☐ Doesn't apply

### How long did it take you to find a parking space?

☐ 0-3 Minutes ☐ 3-6 Minutes ☐ 6+ Minutes ☐ Doesn't apply

### How close did you park to your destination?

☐ 0-1 Block ☐ 2-3 Blocks ☐ 4-5 Blocks ☐ Doesn't apply

**To promote a thriving downtown**, the City of Kirkland believes parking should be convenient, accessible, and readily available. Parking should also be affordable with rules that are easily understood. Please answer the following questions to help the City find ways to meet these parking objectives. As you answer the three questions, consider your experience at two public parking lots only:

**1) Lake Street & Central Way; and 2) Lakeshore Plaza/Marina Park.**

### 1. Please indicate how much you agree with the following statements

Statement	No Opinion	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
I can quickly find an empty stall						
People stay too long						
Parking rules and signs are clear						
There is too much enforcement						
There is too little enforcement						
Employees use too many stalls						
There is enough monthly parking						
Other:						

### 2. In your opinion, which of the following ideas would most help the City meet the parking objectives listed above. (Please check up to three)

Continue pay parking in the evenings only (5pm-9pm)	
Extend pay parking throughout the day (9am-9pm)	
When parking is pay, make the first hour free	
When parking is free, limit stay to 2 hours (current limit is 3 hours)	
Build more parking stalls	
Prohibit downtown employees from using the lots	
Extend free parking throughout the day (9am-9pm)	
Other:	

### 3. What should pay parking revenues be used for? (choose all that apply)

☐ general city expenses (police, fire, parks, transportation)  
☐ parking lot maintenance; ☐ downtown beautification/improvement  
☐ help fund some new parking supply; other \_\_\_\_\_

### Additional Comments:

**For more information:**  
[www.kirklandwa.gov/parking](http://www.kirklandwa.gov/parking)